

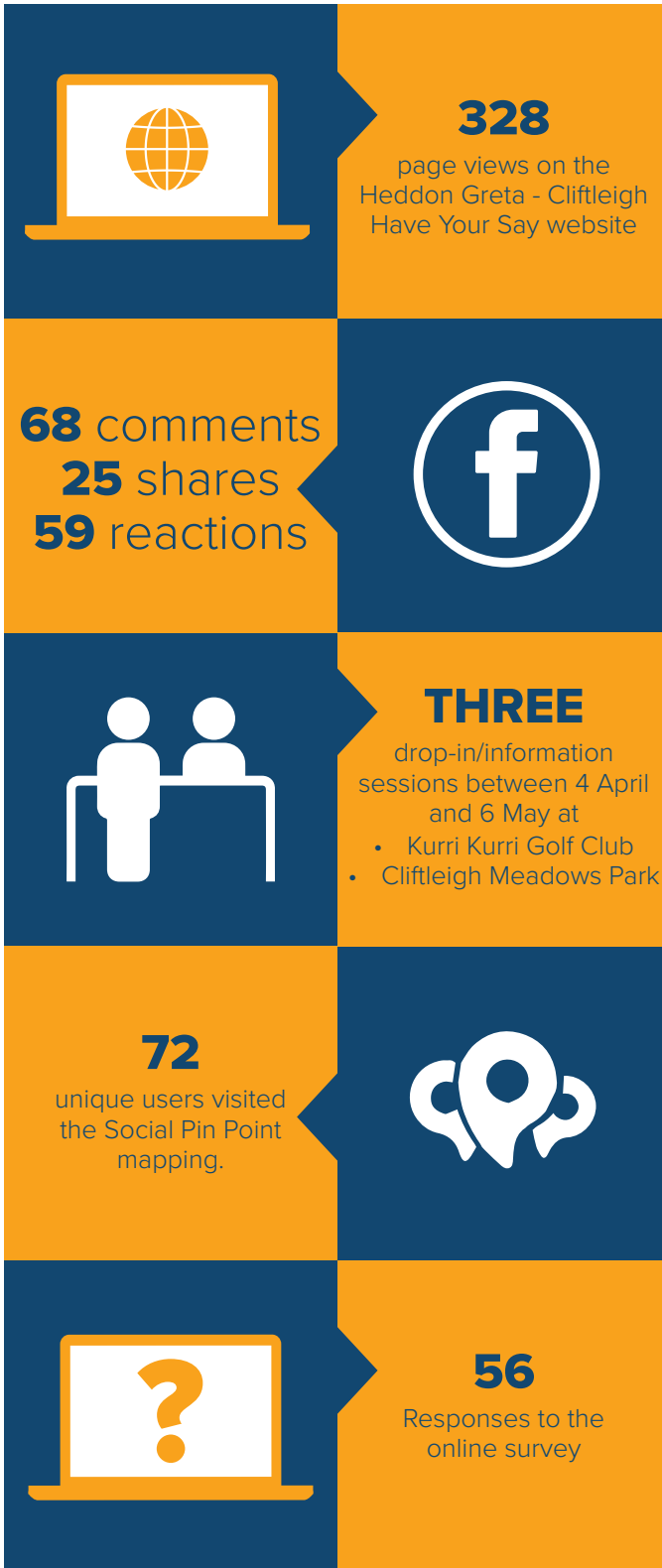


# Heddon Greta – Clittleigh Corridor Structure Plan Consultation Results Summary

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PLANNING FOR OUR PEOPLE  
OUR PLACE OUR FUTURE

# Discussion Paper Consultation Results Summary



## Key responses:

- Most respondents (85.71%) were residents of the Corridor
- The features of the natural environment within the Corridor that respondents valued included waterbodies, open spaces and vegetation surrounding the development areas

“The Bush area/trees surrounding the back of Clifftleigh, the water and natural areas along Glen Ayre Avenue in Clifftleigh, Testers Hollow water and natural environment.”

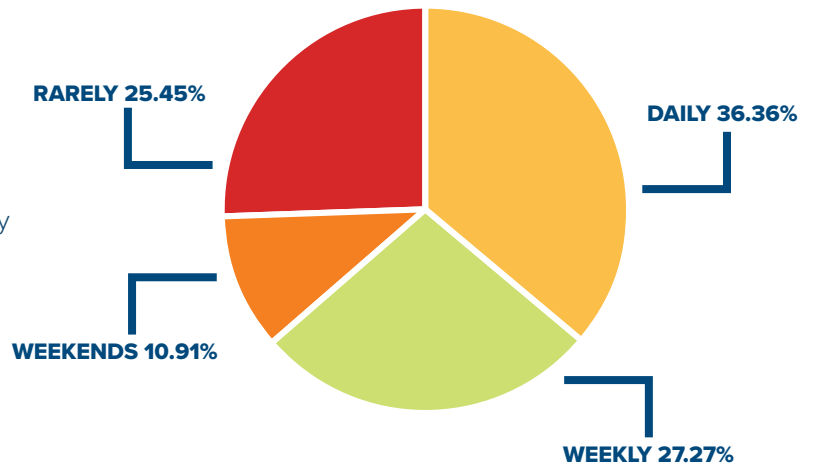
- The features of the built environment that people valued included larger lot size (in the original Heddton Greta area), proximity to services and the Hunter Expressway, footpaths within the newly developed areas,

“I love the rural feel of the estates, whilst still being close to major shopping centres”

“I value the existing property and house styles in what may be considered ‘the old town’ in the first few streets back from the main road that existing mostly before the post-Expressway housing boom.”

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d. There is a high degree of utilisation of existing open space on a daily and weekly basis:

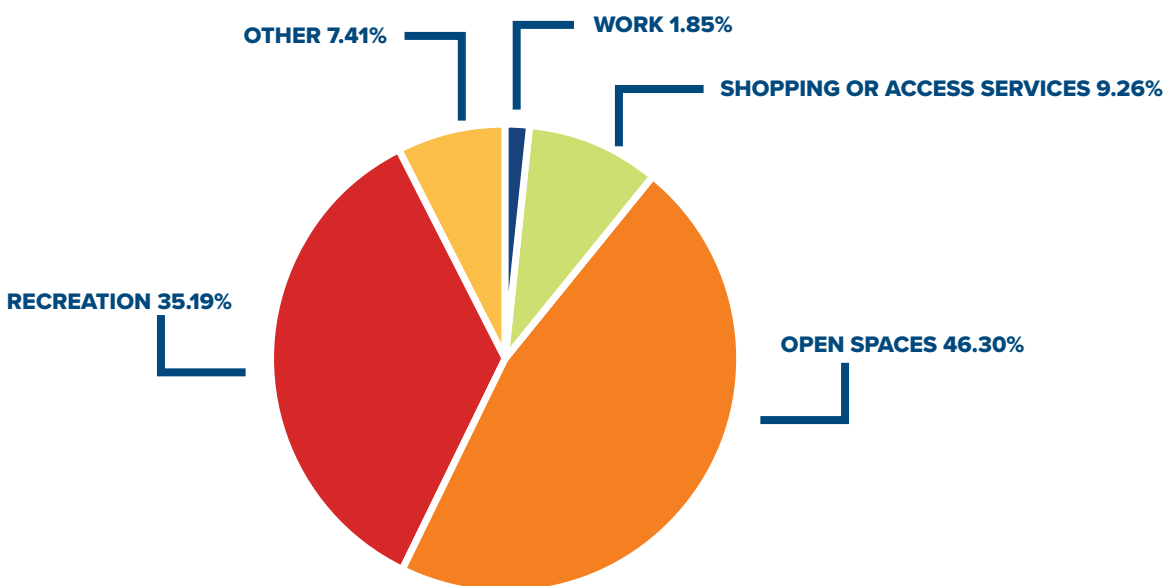


**BUT** improvements could be made (e.g. public toilets, shade, seating, bbq facilities, fencing, tree planting, security, lighting, equipment upgrades, more regular maintenance, dog waste bag dispensers, basketball/netball hoops)

e. The majority of people who use open space walk (60%), but approximately one third of respondents accessed open space by car.

f. Access to open space is affected by safety concerns (i.e. the need to cross Main Road (MR195)), limited footpaths, especially for those residents with low levels of mobility or reliance on wheelchairs, flooding, ground cover and the missing link between Radford Street.

g. If more connected pathways available, some residents would use them to travel to work or go shopping/ access services, but most would use them to get to areas of open space or for recreation.



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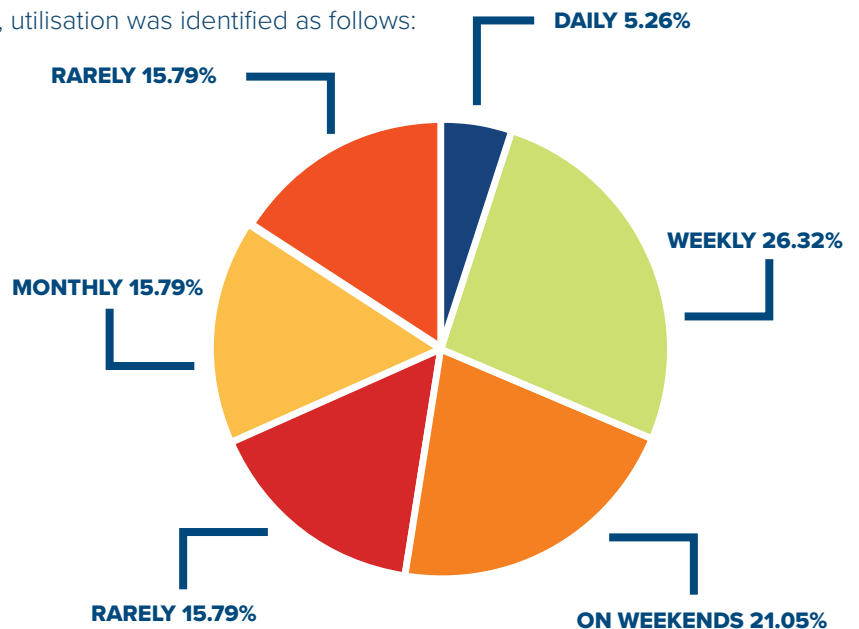
- h. Opportunities to improve pedestrian and other modal transport (e.g. bike, bus, etc.) safety included additional pedestrian crossings on MR195 (not just at Heddon Street), footpaths and shared pathways, reduction in speed limits, traffic calming devices on local streets, dedicated bike lines on MR195 to Maitland, parking permissibility on road verges.
- i. Many respondents identified the need to improve the current condition of local roads and drainage, through fixing potholes and installation of kerb and guttering.
- j. Whilst many respondents identified there were enough bus stops, additional comments suggested a need for more in different locations:

“There’s none within the estate. Only on the main road.”

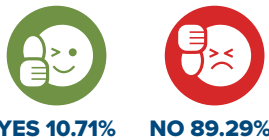
“(Existing bus stops are) Half way up hills. No one wants to walk all the way to the top to get a bus. We need more buses from Kurri to Maitland on the weekends for recreation”.

- k. Respondents equally identified that they would/would not use public transport (e.g. buses) to travel from Heddon Greta to Morisset Train Station for rail connection to Sydney CBD.

Of those comments for such a service, utilisation was identified as follows:



- l. Overwhelmingly, respondents identified that there was not enough car parking to support the existing Heddon Greta shops.



- m. Overwhelmingly, respondents identified that there is a need for other types of businesses and services within the Corridor.



Opportunities included a retail hub, supermarket/grocery/fresh produce stores, more food and drink premises, butcher, laundromat, chemist, clothes shop, Cafe with sit down area, Child care centre, schools, bars/tavern, pop up markets and food stalls.

# Discussion Paper Consultation Results Summary



## Submission Themes:

### Theme 1 - Project Timing, Study Area and Documentation

#### Sub-themes:

- project timing
- exhibition timing
- scheduling of the drop-in/information sessions
- study area extent
- planning horizon
- document legibility & content
- demographic needs analysis

### Theme 2 - Hunter Expressway (HEX) Interchanges & Main Road 195 (MR195)

#### Sub-themes:

- HEX Hart Road Interchange;
- HEX Main Road Interchange treatments
- MR195 Proposed intersection treatments
- MR 195 Duplication/upgrades (including Testers Hollow and Heddon Street lights) and timeframes
- Commuter parking
- Bus stops
- Safety
- Property access
- Maintenance
- Lighting

### Theme 3 - Roads & Drainage

#### Sub-themes:

- Kerb and guttering
- Condition / maintenance / upgrades
- Parking and fines
- Potential connections / closures
- Safety
- Width

### Theme 4 - Connectivity & Public / Alternative Transport

#### Sub-themes:

- Safety
- Bus Stops
- Recreation areas
- Footpaths / shared pathways
- South Maitland Railway Corridor
- Accessibility

# Discussion Paper Consultation Results Summary

## Theme 5 - Open Space & Community Infrastructure

### Sub-themes:

- Alternative/new locations
- Additional demands & deficits
- Condition / maintenance / upgrades
- Security
- Schools / child care
- School transport
- Emergency services
- Seniors housing
- Community centre
- Asset Protection Zones

## Theme 6 - Investigation Areas

### Sub-themes:

- Additional opportunities / areas
- Nominated investigation areas

## Theme 7 - Economy & Local Business

### Sub-themes:

- Additional business opportunities
- Growth and support
- Parking

## Theme 8 - Development, Character and Constraints

### Sub-themes:

- Original development areas
- Urban Release Areas
- Development extent, density, amenity, construction impacts, land use conflicts
- Conservation
- Flooding & flood mitigation



## WHAT'S NEXT?

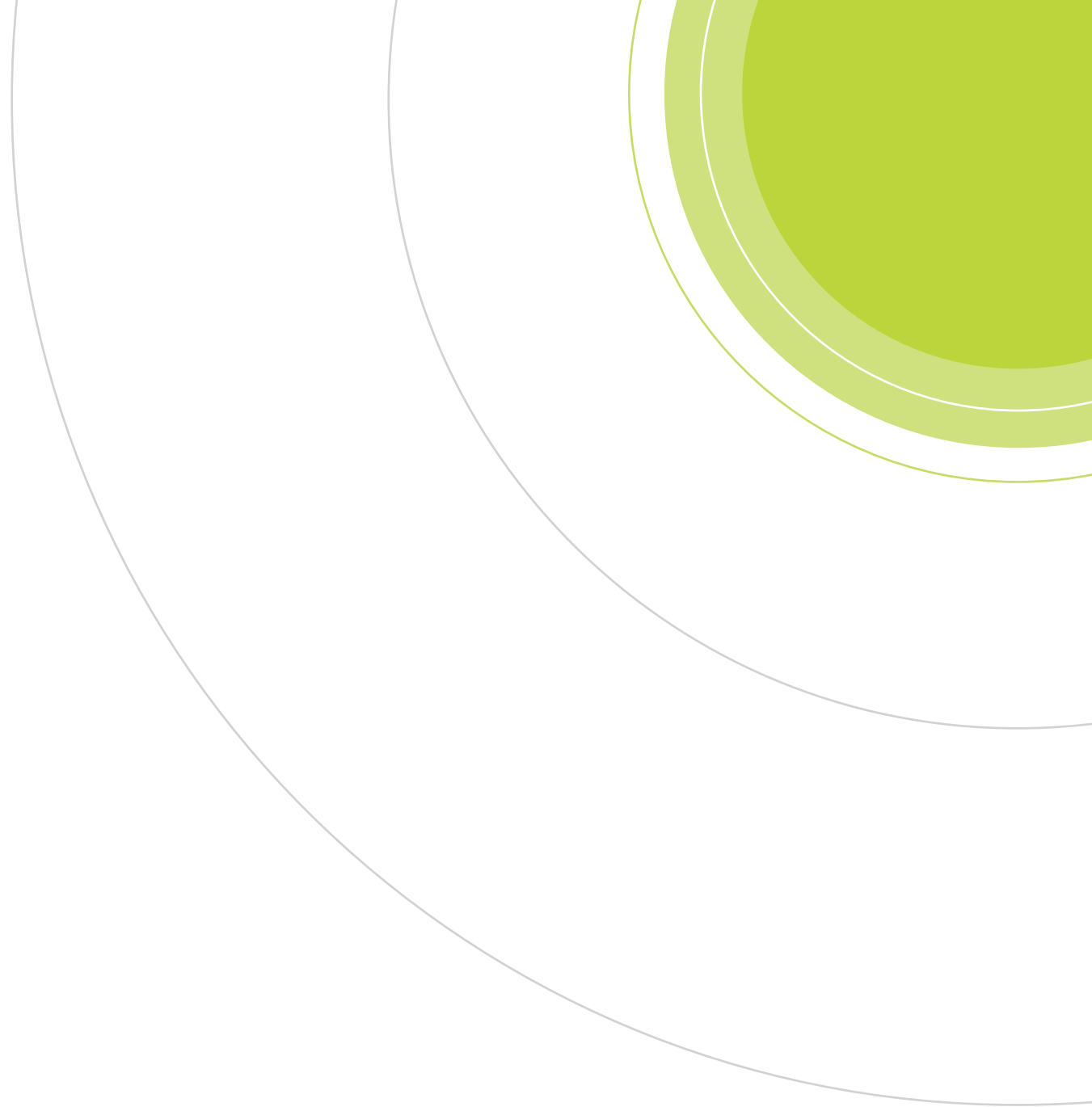
Project staff are currently analysing the feedback received. This information will be used to:

- Inform further discussions with Transport for NSW (TfNSW) as part of the Strategic Working Group for Main Road (MR95);
- Identify opportunities and actions for improvements to local infrastructure;
- Identify appropriate public domain improvements; and
- Revise the draft plan.









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